

# FACTS

## ABOUT C.C.F. GOVERNMENT IN SASKATCHEWAN

*- - - - An Unequalled record  
of achievement and efficiency!*

# 1951

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THEM TO YOUR NEIGHBORS



**Then Support The  
Best Govt. You've Ever Had!**



# FACTS ABOUT C.C.F. GOVERNMENT IN SASKATCHEWAN

## THE BUDGET

The budget of Saskatchewan in the last seven years has increased less than the budget of any of the other western provinces. Here are the facts:

### Net Revenue Budget Figures

	1943-44	1951-52	Increase
Saskatchewan -----	\$ 23,040,000	\$ 57,978,000	151.6%
Manitoba -----	15,388,000	42,000,000	172.9%
Alberta -----	16,989,000	61,517,000	262.1%
British Columbia -----	31,951,000	118,269,000	270.2%

### Total Gross Public Debt

	1944 \$	1950-51 \$	% Change
Saskatchewan -----	238,142,000	168,049,000 (Dec. 30/50)	- 30.5
Manitoba -----	121,767,037	117,584,912 (Dec. 30/50)	- 3.4
Alberta -----	151,279,000	108,860,800 (Dec. 30/50)	- 28.0
British Columbia -----	161,866,050	228,639,000 (Dec. 30/50)	+ 41.0

Note: Manitoba's Gross Debt as of March 30, 1951, is \$137,978,452 or \$18,393,450 higher than the previous year.

## MUNICIPAL TAXES

Municipal taxes in Saskatchewan, on the average, are less than in other provinces. To see this it is only necessary to compare the taxes paid by Saskatchewan farmers on the Manitoba border with the taxes paid by their neighbors on the other side of the border.

### Example 1:

S.E. 13-10-30-W1  
R.M. Maryfield, No. 91  
(In Saskatchewan)  
Assessment \$1,200  
Tax Rate 38.5 mills  
(This includes tax for union  
hospital and municipal doctor)

N.W. 7-10-29-W1  
R.M. Wallace  
(In Manitoba)  
Assessment \$1,300  
Tax Rate 60.7 mills  
(This does not include any tax  
for hospital or doctor)

### Example 2:

The municipal taxes on a quarter section of land assessed at \$3,100 in the R.M. of Cote, No. 271, in Saskatchewan, amount to \$76. Right next to it, across the Manitoba border in the R.M. of Shell Lake, the taxes on a quarter section assessed at \$2,000 amount to \$156.

### Why Municipal Taxes in Saskatchewan are Lower than in other Provinces

The Saskatchewan government under C.C.F. administration gives far greater assistance to municipalities than do other provincial governments. That is why municipal taxes are less in Saskatchewan than in other provinces. Following are some comparative expenditures of the Saskatchewan government and the Manitoba government for years in which comparable figures are available:

	Saskatchewan	Manitoba
Mothers' Allowances (1947-48) -----	\$ 1,026,112	\$ 383,682
Social Aid (1947-48) -----	802,118	230,336
Health Care and hospital construction (1945-49) -----	19,743,110	3,511,597
School Grants (1948-49) -----	6,298,331	3,754,000
Agricultural projects and services (1945-49) -----	8,617,391	3,191,272

### Comparison of C.C.F. Administration with Liberal Administration in Saskatchewan.

The following table shows the expenditures of the Liberal government in its last year of office in Saskatchewan and the expenditures of the C.C.F. government in the current year, on items which are of either direct or indirect assistance to the municipalities. This shows even more conclusively why municipal taxes are less in Saskatchewan than in provinces where Liberals are in office.

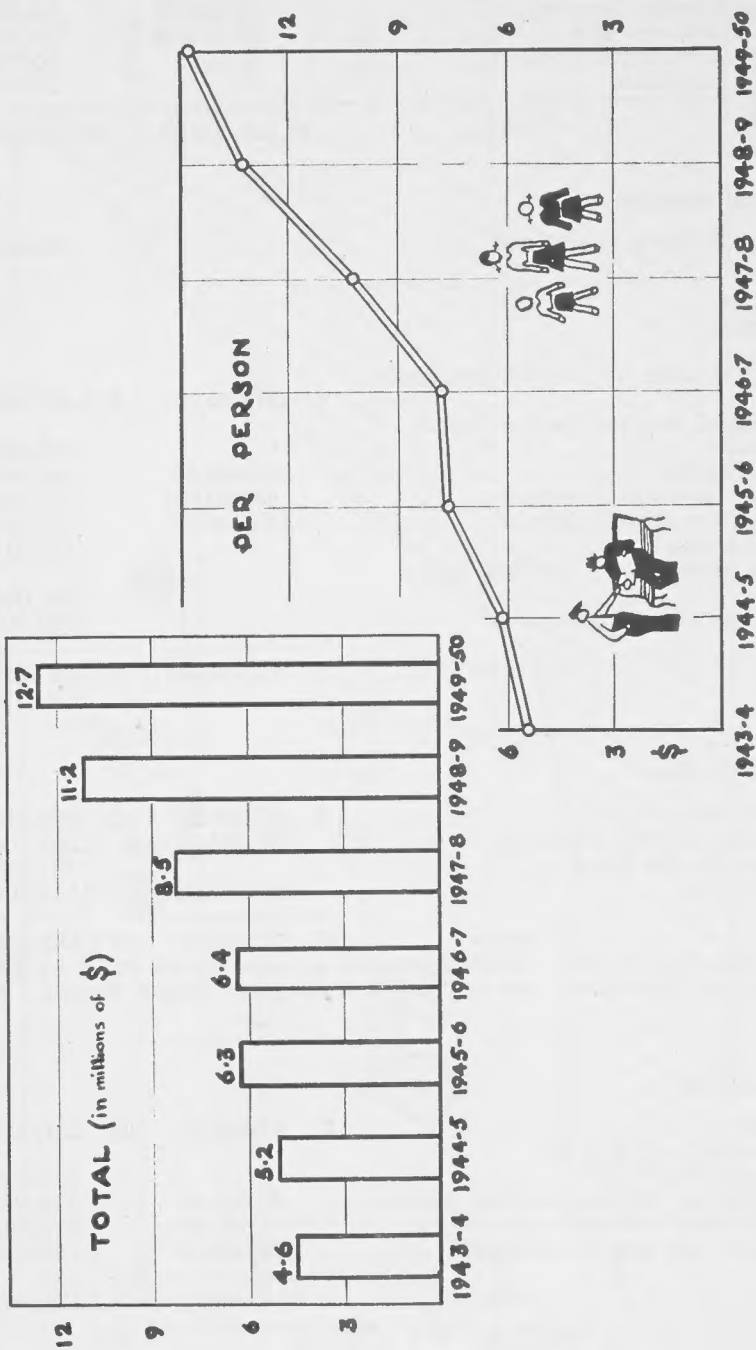
#### Departmental Expenditures on Items of Direct or Indirect Assistance to Municipalities:

	Liberal Govt. 1943-44	C.C.F. Govt. 1951-52
Education -----	\$2,848,000.00	\$ 7,636,200.00
Health -----	947,000.00	7,950,350.00
Social Welfare -----	1,215,343.00	6,586,750.00
Agriculture -----	151,600.00	2,175,980.00
Highways -----	3,328,000.00	10,749,000.00
Power -----	297,000.00	6,800,000.00
Telephones -----	215,000.00	4,400,000.00
Totals -----	\$9,001,943.00	\$46,298,280.00

\* Please note that the department totals listed here are not the total amounts spent by the departments in either year but indicate the amounts spent on specific items which directly or indirectly relieve the municipalities of a burden.

Following is a More Detailed Breakdown of Items Listed Above:

# SOCIAL WELFARE EXPENDITURES • SASKATCHEWAN



**Education:**

Grants to Schools -----	\$2,766,000.00	\$7,320,000.00
Local Libraries -----	3,000.00	6,500.00
Other Library Services -----	17,000.00	64,540.00
Correspondence School -----	62,000.00	158,510.00
Physical Fitness Program -----	-----	55,720.00
Adult Education -----	-----	30,930.00
Totals -----	\$2,848,000.00	\$7,636,200.00

**Capital Assistance:**

School Building Loan Fund -----	-----	400,000.00
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**Health:**

Hospital Care for Cancer, Pensioners, etc. -----	\$ 487,000.00	\$ 4,462,000.00
Municipal Medical Care & Health Regions -----	-----	600,290.00
T.B. Control -----	273,000.00	440,000.00
Cancer & Polio Treatment -----	98,000.00	610,760.00
Preventive Health Services -----	189,000.00	412,990.00
Air Ambulance -----	-----	136,310.00
Other Health Care for Pensioners, etc. -----	-----	988,000.00
Hospital Construction -----	-----	300,000.00
Totals -----	\$ 947,000.00	\$ 7,950,350.00

**Social Welfare:**

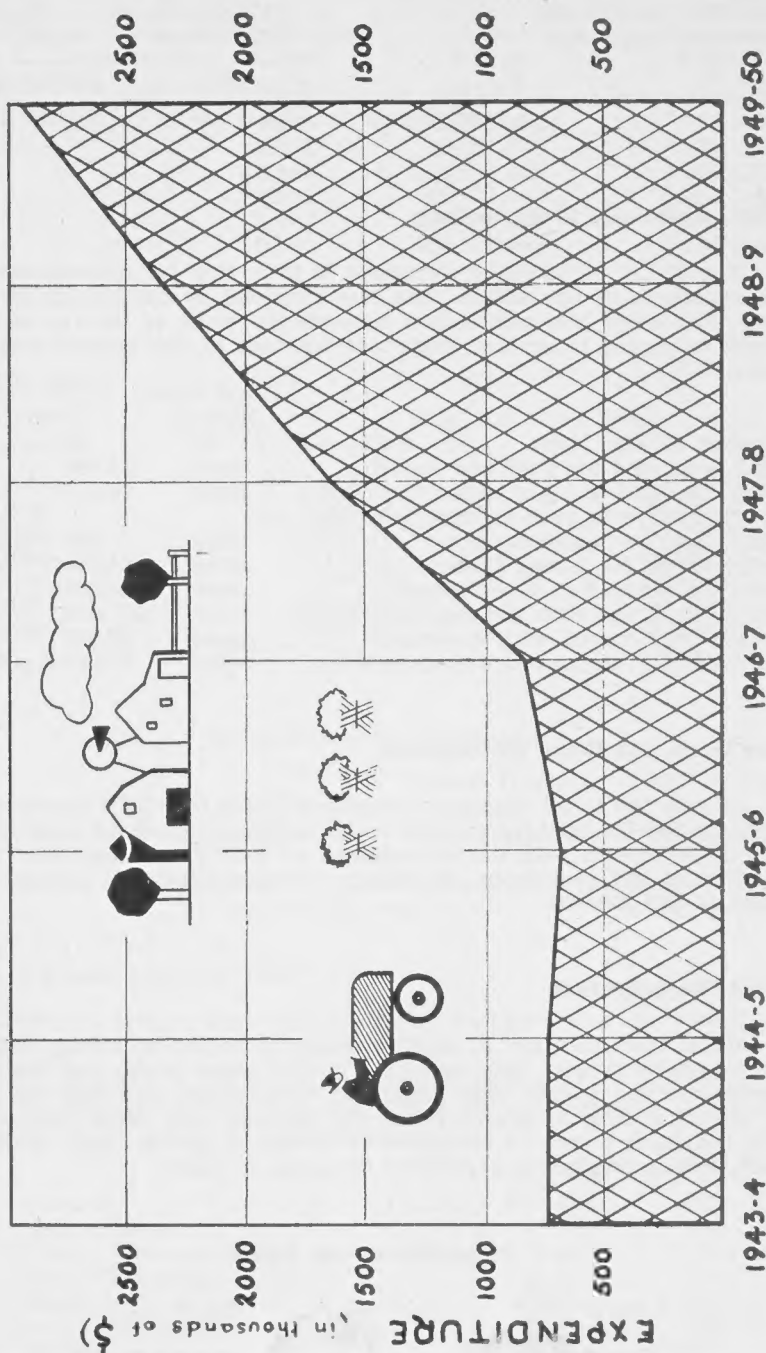
Child Welfare -----	\$ 166,000.00	\$ 629,610.00
Old Age & Blind Pensions -----	783,443.00	3,011,200.00
Homes for the Aged -----	-----	401,940.00
Social Aid -----	266,000.00	2,544,000.00
Totals -----	\$1,215,443.00	\$ 6,586,750.00

Net expenditures - reimbursements of expenditure made by Dominion Government are subtracted from gross budget figures.

**Agriculture:**

Grants -----	\$ 43,000.00	\$ 291,000.00
Payments to R.M.'s for irrigation, etc. -----	-----	150,000.00
Agricultural Representatives Service -----	48,000.00	328,650.00
Grasshopper Control -----	1,600.00	217,370.00
Conservation and Development -----	59,000.00	1,188,960.00
Totals -----	\$ 151,600.00	\$ 2,175,980.00

# EXPENDITURES ON AGRICULTURE • SASKATCHEWAN



**Highways:**

Market Roads .....	\$ 120,000.00	\$ 620,000.00
Bridges .....	120,000.00	875,000.00
Secondary Highways .....	170,000.00	314,000.00
Provincial Highways .....	2,918,000.00	8,940,000.00
Totals .....	\$3,328,000.00	\$10,749,000.00
Grand Totals ..	\$9,002,043.00	\$46,298,280.00

**C.C.F. Assistance to Agriculture.**

The C.C.F. provincial government is providing far more money for the assistance of agriculture than was provided by the Liberal government. Following is a comparison between the work of the two governments in regard to certain important features of the agricultural program:

	Liberal Govt. 1943-44	C.C.F. Govt. 1950-51	
Number of Ag. Reps. ....	21	44	
Land developed for feed and fodder .....	none	24,405	acres
Irrigation land brought under the ditch ..	none	20,676	acres
Self help projects, such as local irrigation and land reclamation, etc. ....	none	169	projects
Cattle tested for Bangs Disease .....	none	44,164	cattle
Acres classified for re-settlement .....	none	1,000,000	acres
Pounds of forage crop and seed distributed ..	none	697,408	lbs.
Forage crop moved with assistance .....	none	30,129	tons
Carloads of grain moved with assistance ...	none	250	carloads

**Seed Grain and Relief Cancellation.**

In addition to all the other assistance which the C.C.F. government has provided for farmers and the municipalities, one of its most important achievements was the cancellation of seed grain and relief debts which were left over from the hungry 'thirties. The total amount cancelled is \$69,000,000.

**Rural Electrification.**

Rural electrification in Saskatchewan is naturally a long, difficult and expensive project, because of the lack of water power and the great sparsely settled spaces. But the C.C.F. Government has laid the basis for an expanding program. When the Liberals left office there were only 135 farm homes in the province served by power. Now there are 4,500 with a constantly expanding program in effect.

**Expenditures on Power**

Liberal Govt. 1943-44	C.C.F. Govt. 1951-52
\$297,000.00	\$6,800,000.00



## Power Corporation Statistics

Year	No. of Farms Connected	Miles of Transmission Lines	Power Generated By Corporation Plants	Accumulated Surplus or deficit
1944	135	1,626	79,144,414	kwh. \$ - 231,417.67
1945	--	2,486	80,801,652	- 74,582.52
1946	--	2,651	88,111,619	+ 33,700.12
1947	--	3,540	145,049,416	+ 972,475.02
1948	1,500	4,190	165,671,184	+ 1,400,218.41
1949	2,600	4,592	180,000,000	+ 1,681,047.81
1950	4,500	6,200	236,000,000	+ 2,195,984.87
% Increase				
1944-1950	323.1	281.3	198.2	-----

## Telephones

Year	Pole and Wire Miles	
	Pole Miles	Wire miles
1944	7,158.31	51,753.93
1945	7,154.76	52,294.33
1946	7,154.76	53,503.31
1947	7,226.34	54,381.21
1948	7,298.86	59,304.57
1949	7,297.37	60,284.05
1950	7,297.37	62,434.49
% Increase 1944-1950	2.0%	20.6%

## Expenditures on Telephones

	Liberal Govt. 1943-44	C.C.F. Govt. 1951-52 *
Telephones	\$215,000.00	\$4,400,000.00

\* Includes both Treasury advances and drawings made on corporation reserves.

## Auto Licenses and Gas Tax.

The auto license fees and gas tax in Saskatchewan are among the lowest in Canada.

The following table shows the auto license fees in each province. using for example a 1946 Chevrolet, wheelbase 116 inches. It also shows the gas tax per gallon in each province:

	License Fee	Gas Tax
Ontario -----	\$10.00	11c
Saskatchewan -----	15.00	10c
Prince Edward Island -----	18.00	13c
New Brunswick -----	18.40	13c
Manitoba -----	19.00	09c
Nova Scotia -----	22.10	13c
Quebec -----	23.80	11c
Alberta -----	25.00	10c
British Columbia -----	25.00	10c

# STEAM PLANT ELECTRIC POWER • SASKATCHEWAN

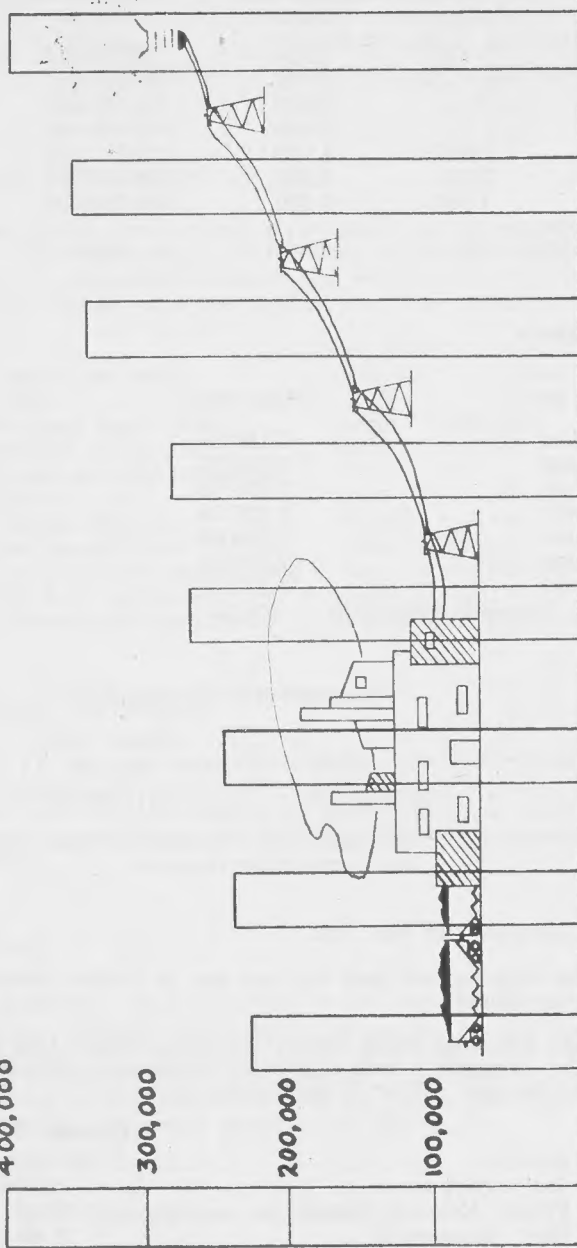
THOUSANDS  
OF  
KILOWATT HRS

400,000

300,000

200,000

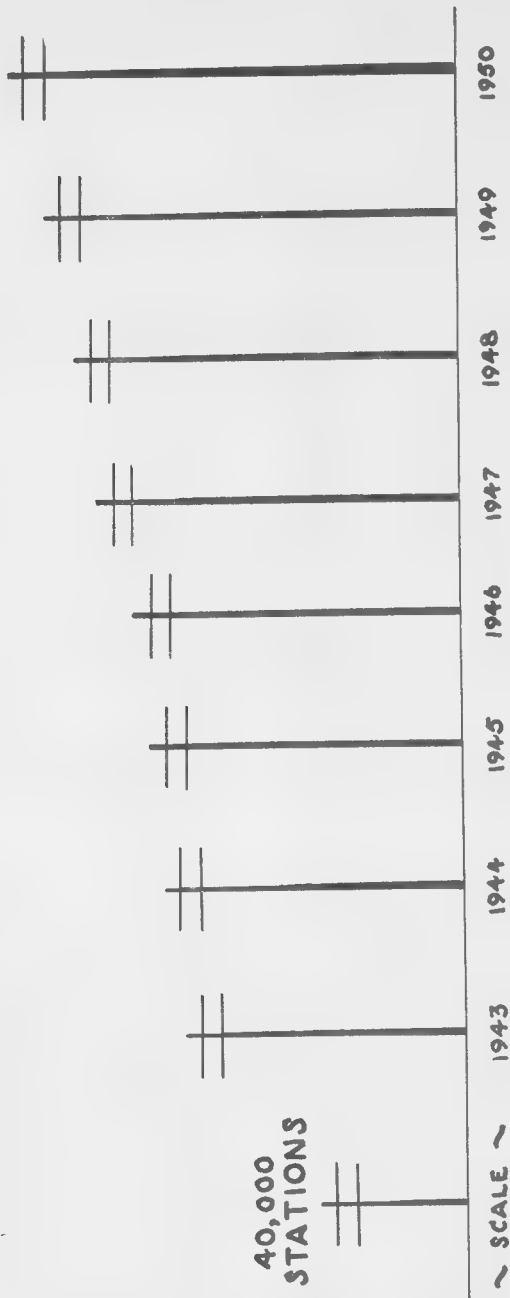
100,000



SCALE 1943 1944 1945 1946 1947 1948 1949 1950

# SASKATCHEWAN GOVERNMENT TELEPHONES

SYSTEM-OWNED STATIONS & RURAL COMPANY  
STATIONS CONNECTED TO SYSTEM EXCHANGES



## **Auto Insurance.**

When a Saskatchewan resident buys an auto license he pays a small extra fee for accident insurance which gives him the greatest coverage for the least money which can be obtained anywhere in North America. Because the compulsory coverage in Saskatchewan is so good, additional coverage can be obtained at a very low rate.

For total of \$28.50 the average Saskatchewan motorist can obtain the following coverage:

- Collision insurance with \$25 deductible.
- Public Liability insurance with \$55,000 and \$110,000 limits.
- Property damage insurance with \$6,000 limit.
- Fire and theft insurance.
- Passenger hazard insurance with \$50,000 and \$100,000 limits.
- Accident insurance with death \$10,000, dismemberment \$2,000, loss of income \$2,400, medical, and funeral benefits \$125.
- Hail and windstorm insurance.
- Insurance on radio.

In any other province such coverage as this would cost a motorist from \$70.00 to \$140.00.

Private insurance companies in Saskatchewan are now bringing their rates down to compete with the Saskatchewan government rates. But in every other province their rates have been going up.

Since the Saskatchewan government auto accident insurance plan was put into effect 34,000 people have received benefits, which amount to a total of over \$6,000,000.

All earnings of the auto accident insurance plan are retained in a fund to meet emergencies or to increase benefits.

## **Highways.**

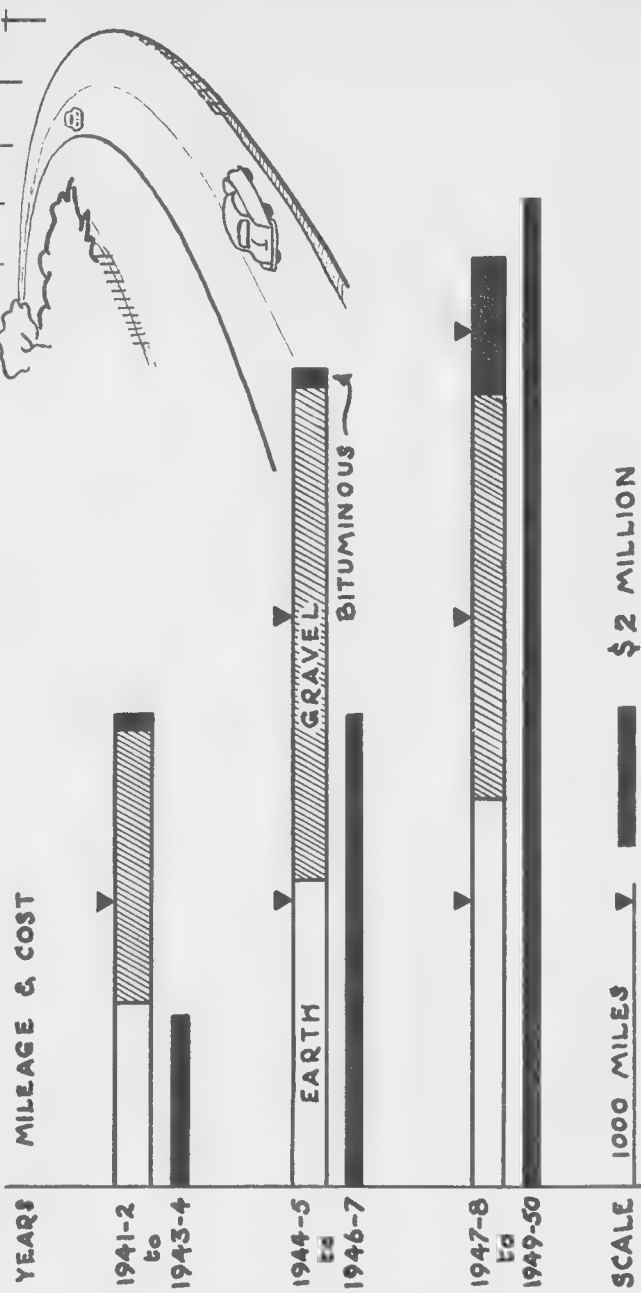
Saskatchewan's road problem is great because we have one-third of all the road mileage in Canada and only 7% of the population.

In 1944 when the C.C.F. government was elected, we inherited from the Liberals the most extensive and most dilapidated highway system of any province in Canada. Of the 8,000 miles in that system 70% were entirely worn out. Less than 100 miles were built to the standard now being constructed. In Manitoba, in 1944, they had a highway system of slightly less than 2,000 miles, most of which was well constructed.

Manitoba had 495 miles of blacktop and concrete roads in very good condition. In Saskatchewan we had 138 miles of blacktop, over half of which was in terrible condition.

In Saskatchewan since 1944 we have built or rebuilt over 3,000 miles of road, a mileage greater than the entire Manitoba system. We have gravelled over 7,000 miles and increased our blacktop mileage to 659 miles as against 604 miles of hardsurface in Manitoba.

# PROVINCIAL HIGHWAY CONSTRUCTION - SASKATCHEWAN



### Provincial Highway System Mileage

Type	1944	1945	1946	1947	1948	1949	1950
Black Top	138.6	138.6	132.5	192.8	367.6	498.4	599.5
Gravel	4,872.9	5,223.1	5,589.8	6,028.4	6,264.8	6,372.7	6,417.9
Improved earth	2,270.3	1,961.6	1,689.5	1,291.8	1,062.1	966.4	887.1
Other Earth	637.7	593.3	564.6	495.0	392.6	325.6	342.0
Other (urban, bridges and approaches)	86.7	82.3	75.5	75.2	66.6	61.6	61.8
Total	8,006.3	7,998.9	8,051.9	8,082.6	8,153.6	8,224.7	8,308.2

Source: Department of Highways Annual Reports.

Commencing in 1944 with one of the poorest equipped highway departments in Canada, Saskatchewan's department of highways is now recognized as being one of the best equipped. As a result of improved equipment and personnel we can now point to the best maintained gravel highways in Canada.

James H. Gray, writing from Calgary, stated in the *Ottawa Citizen* of August 25, 1949:

"In at least one respect this is one of the most sensational stories to blow in from the prairies in years. It's a report from the tourist just getting undusted after a 2,500 mile junket to Winnipeg and return.

"The fact, hard and harsh as it may seem, is that Saskatchewan's gravel highways in August were superior to their counterpart in either Manitoba or Alberta. So explodes a western myth, that Saskatchewan boasted of the worst roads between here and Minsk and Pinsk.

"No. 1 highway from border to border in Saskatchewan was in excellent shape. Tourists of earlier times said its lack of pot-holes and signs of careful maintenance were astounding."

Harold Simpson of Vancouver, B.C., writing in the *Calgary Herald* of July 27, 1949, said:

"In traversing 4,000 miles of Saskatchewan highways, I found most of these roads as smooth as a billiard table, graded at very frequent intervals; and a few bad patches were infinitely better than a few good parts on Alberta No. 9.

"Irrespective of political viewpoint I believe in giving credit where credit is due, and the government of Saskatchewan can certainly point with pride to the condition of its roads."

Bob Tyre, in the *Leader-Post*, December 31, 1949, said:

"When the year was younger we travelled No. 1 highway to Manitoba boundary and wrote some harsh things about the roads. In our wanderings thereafter we discovered some mighty fine stretches of highway in Saskatchewan and we would not want to write "30" to the old year without a word of appreciation to Highways Minister J. T. Douglas and his road builders."

Phil Wade in the *Saskatoon Star-Phoenix* on August 17, 1949, said:

"This reporter in the last two years has driven over most of the highways in the north. Generally speaking there can be few complaints. They have been well maintained, are better than Alberta's roads and are much better than prior to 1944."

When the Liberal government was swept out of office in 1944 it left a debt of over \$32,000,000 chargeable to highways. This represented about 37% of the total expenditures on highways in this province in all the years since 1905. At the close of the last fiscal year, after completing six years of the most extensive highway program ever enjoyed by this province, the C.C.F. government had reduced that debt by over \$1,000,000.

### **Highway Program 1951-52**

The highway construction program for the year 1951-52 provides for grading 572 miles and gravelling 619 miles of highway. Also, a further 135 miles will be blacktopped. Besides the work on the provincial highways the year's program calls for grading 131 miles, gravelling 108 miles and blacktopping 87 miles of the Trans-Canada highway.

### **Snow Removal.**

Even though faced with exceptionally severe winters every year since the C.C.F. has been in office, the department of highways has greatly increased the mileage of roads kept open for winter traffic. The best ever accomplished by the Liberals was in 1943-44, a very mild winter, when 2,500 miles of highways were open. More than twice that mileage has been kept open almost continuously under C.C.F. administration.

The real answer to successful snow removal in this province lies in the reconstruction of our entire highway system to the standard we are now building. To attempt complete snow removal on many of our old, worn-out roads is to attempt the impossible, and is a waste of public money.

### **Assistance for Municipal Roads.**

The amount provided by the C.C.F. government to assist municipalities in road building and maintenance is about four times as much per year as the amount formerly provided by the Liberals.

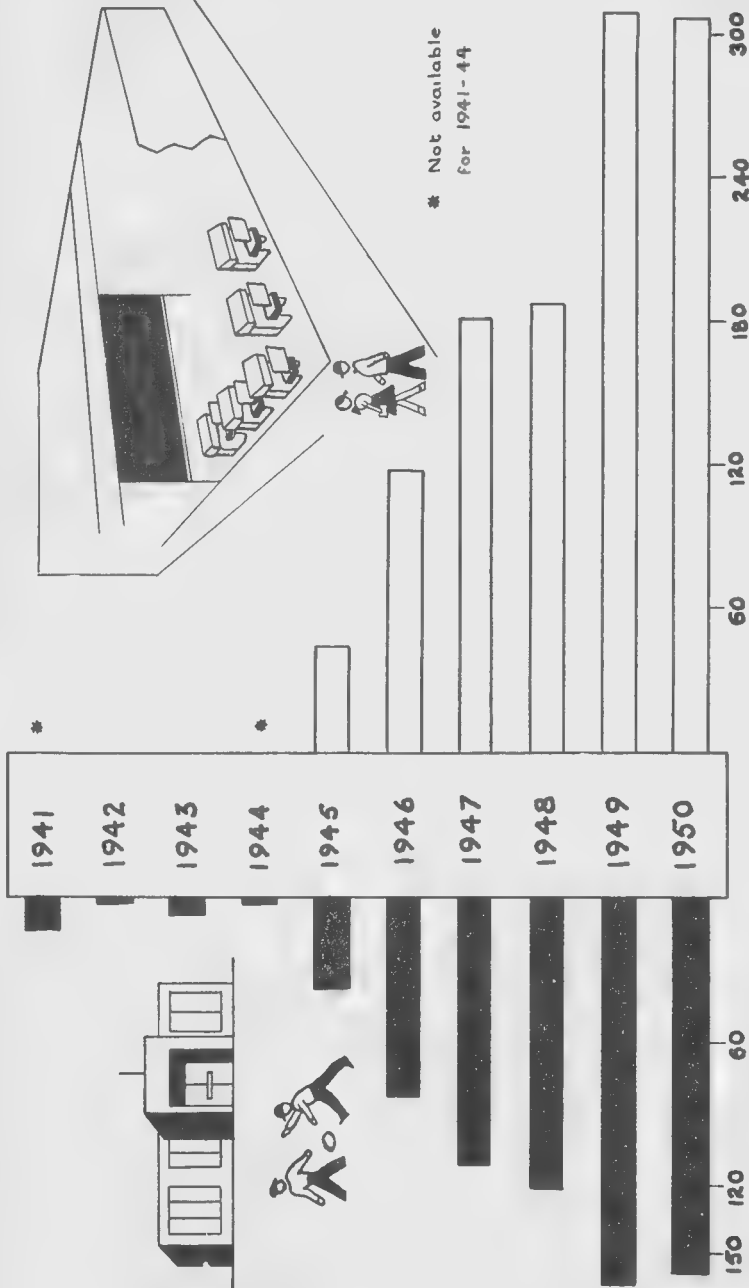
Under the Liberals the grants were handed out where they expected to get the most votes. Under the C.C.F. these grants are made according to a formula which takes into consideration the mill rate, the number of miles of road maintained by the provincial government, the soil classification, topography, stoniness and bush coverage, the number of farm units within the municipality, etc.

### **Large School Units.**

Political opponents of the C.C.F. often attack the Large School Unit system, but not one of them dares to state openly that if they were in office they would abolish the Large Units, because they know the majority of people are in favor of them.

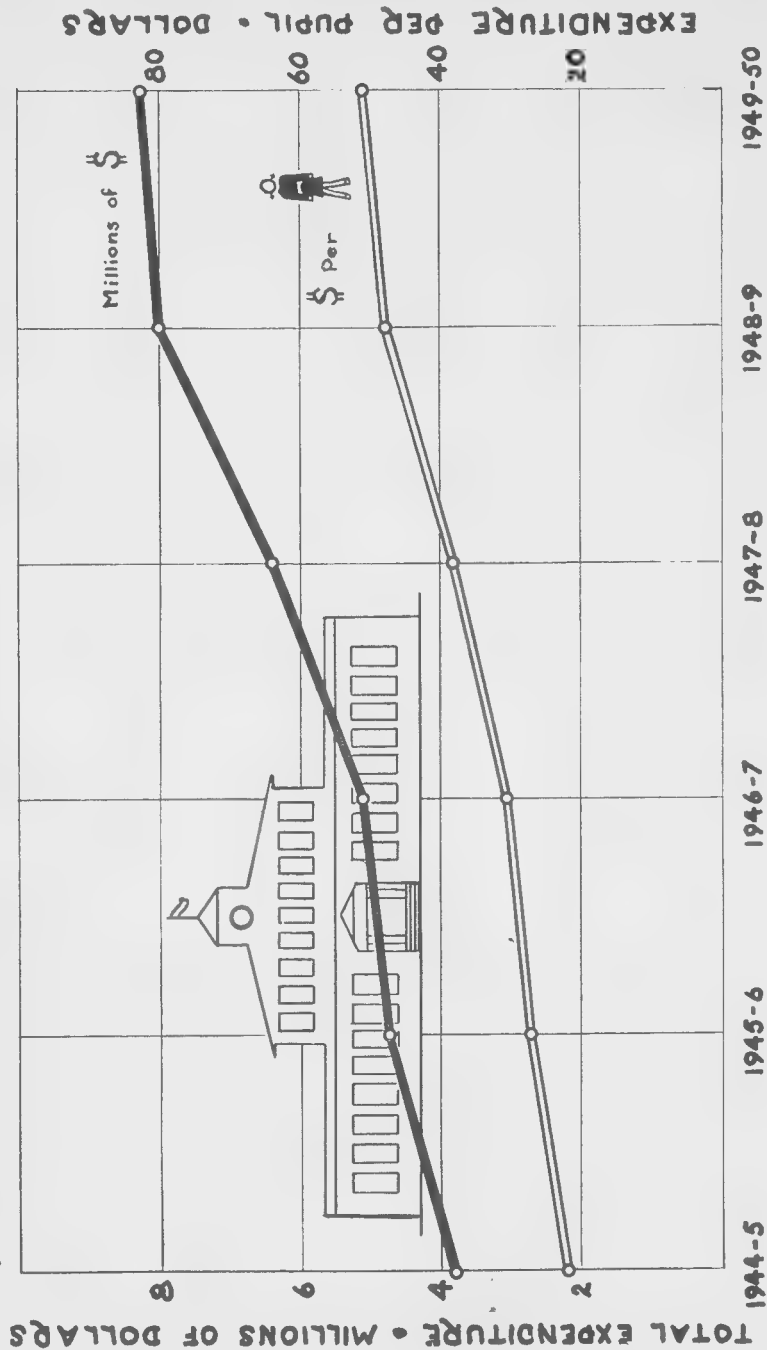
The Large Unit system is not something new. It is a system which for many years has been recommended by all leading educational authorities as the only means by which education can be properly administered.

# CONSTRUCTION OF NEW SCHOOLS IN SASKATCHEWAN SCHOOL BUILDINGS CLASSROOMS IN SCHOOL BUILDINGS





# PROVINCIAL EXPENDITURES ON EDUCATION IN SASKATCHEWAN



The Large Unit system has long been in operation in England, Wales, Scotland, northern Ireland, New Zealand, Australia and 22 states in the U.S.A. In Canada it is in effect all over Alberta and British Columbia. In these provinces Alberta, under a Social Credit Government, and British Columbia under a Liberal-Conservative Coalition Government, the taxpayers were given no opportunity to vote whether or not they wanted the units and no opportunity to ask for a vote after a trial period. The units were merely established by order of the government. But neither in these places nor in any other province of Canada which is partially organized into larger units has there been any demand to go back to the old system.

Saskatchewan was practically the only place where taxpayers were given an opportunity to ask for a vote on the matter. It was provided that if a petition were signed by 20% of the ratepayers, representing a majority of the school districts in any proposed Large Unit, then the unit would not be set up without a vote being taken first. At first fifteen proposed units remained unorganized as a result of such petitions. Since then votes have been held in nine of these areas. It should also be remembered that twenty-eight of the units set up in 1945 and 1946 have now completed their trial period of five years and six months. Two of these units petitioned for a vote following this trial period. In both cases the vote has been held and in both cases the decision was in favour of retaining the unit. In ten of the twenty-eight units not a single petition asking for a vote was received. In the others some petitions were received but not enough to meet the very reasonable requirement of fifteen percent of the resident rate-payers. This indicates that the units have proven themselves to the people by virtue of performance.

This performance has been particularly striking in regard to the building and repair programme. Approximately one thousand new classrooms have been provided. Thousands of others have been repaired and redecorated.

Progress has been made too in enabling more children to complete their high school training. At several centres where composite schools and dormitories have been erected, the high school enrolment has doubled.

### **Financing Education**

The C.C.F. Government has greatly increased the grants to schools to the extent that it is **now providing two and one-half dollars for every one dollar that the Liberals provided.** This money has been distributed almost entirely on an equalization basis. In areas where the need is greatest, the government pays almost one hundred per cent of the costs. On the other hand, areas with high assessments have not received increased assistance. If and when the Federal Government assumes its responsibility in providing financial assistance for education, then this equalization will be extended.

### **Financial Assistance to Students**

Students who have completed grade 12 and who wish to attend Normal School, University, or Schools of Nursing, but are unable to finance themselves, may receive assistance from the government. Saskatchewan is far from being the wealthiest province in Canada but a Saskatchewan student wishing to continue his education has a better chance of getting financial assistance in Saskatchewan than in any other province in Canada. Hundreds of needy and deserving students as a result find it possible to continue their education.

## Expenditures on Education

Year	Educational Expenditures \$	Enrollment No.	Expenditures Per Pupil \$
1944-45	3,849,675.92	174,971	22.00
1945-46	4,693,059.65	173,559	27.04
1946-47	5,101,621.50	170,329	29.95
1947-48	6,425,287.23	168,605	38.11
1948-49	8,005,942.84	166,924	47.96
1949-50	8,286,395.76	166,225	49.85

Source: Annual Report, 1949-50, page 71.

Under the Liberals the cost of administration was 5% of the total cost of education. The C.C.F. has reduced the costs of administration to 3½%.

### Education and Hospitalization Tax.

The fact that the Liberal government at Ottawa allowed the cost of everything except farm products to rise tremendously since 1945, and the fact that they completely forgot their election promise about starting a national health insurance plan, made it necessary for the province to find more money for hospitalization.

The only way a province can raise money is by direct taxation—it cannot collect taxes which are hidden, like the federal 10% sales tax which is hidden in the cost of everything you buy.

It would have been possible to raise more money by increasing the hospitalization fee, but this would have meant increasing the burden equally for everyone, regardless of their ability to pay. It was considered more fair to raise the money by the sales tax whereby people pay the tax in direct proportion to the amount of goods they buy, especially since the tax does not apply to food or drugs.

While the tax was raised from 2% to 3% in 1950, at the same time the tax was completely removed from certain farm necessities such as fertilizer and grasshopper bait. This means that many farmers now will pay no more, and often less, provincial sales tax per year than they did formerly.

Saskatchewan is not the only province where a sales tax of this kind is in effect. British Columbia has a 3% sales tax to support their hospitalization plan alone. They also charge a hospitalization fee of \$30 for a single person, instead of \$10 as in Saskatchewan, and their family maximum is \$42 instead of \$30 as in Saskatchewan. In addition, in B.C. patients have to pay \$2 to \$3.50 a day for the first 10 days in hospital. New Brunswick, with a strictly Liberal government, has a 4% sales tax, Newfoundland has a sales tax of 3%. Quebec has a 2% provincial sales tax plus a 2% to 3% municipal sales tax. In Montreal the total sales tax added to every purchase is 5%. Throughout Quebec there is also a 5% tax charged on all meals of over 35c in restaurants.

The cost of administering Saskatchewan's hospitalization plan is only 4.6%, which is the lowest administrative cost for any hospitalization plan in North America. Thus Saskatchewan people have assurance that the extra tax is being put to use in the most efficient manner possible.

## Old Age Pensions.

In Saskatchewan Old Age Pensioners and all their dependents receive completely free hospitalization and health care in addition to their pensions. The amount provided by the government for these items averages \$45.71 per pensioner, per month.

## Crown Corporations.

The crown corporations operated by the Saskatchewan government have continued to show an overall annual profit of from 7½% to 10% on the public money invested. The profits during the past year amounted to \$3,815,859.

While public profits of this kind are of great benefit to the people of Saskatchewan, of much greater importance is the service rendered by the crown corporations. For instance; since the bus system was brought under public ownership the mileage of bus service has increased by over 50%. The air service is essential to opening the rich areas of the north. The fish board and timber board and fur market have helped to conserve those important resources and to stabilize the income of the workers in those industries. The insurance office has brought to Saskatchewan the cheapest rates in Canada. The co-ordination of electrical power development has made rural electrification a reality for many people and a possibility for many more. The long awaited development of secondary industry has made a good start with the brick factory, the sodium sulphate plant and the woollen mill. The presence of the woollen mill is now attracting the garment trade to the province.

The crown corporations provide employment for a considerable number of Saskatchewan people, and the payroll makes an important contribution to the business prosperity of the province.

## Development of Resources.

### Mineral Production

Value of Production 1950 -----	\$36,182,635
1944 -----	22,291,848

Production during 1950 is the highest recorded in the history of the province.

Coal—Volume of Production 1950 -----	2,198,025 tons
1944 -----	1,372,766 tons

This is the first time that production of coal in Saskatchewan has exceeded 2,000,000 tons.

Crude Petroleum — Volume of Production 1950	1,022,408 barrels
1944	no production

Industrial Minerals - (including sodium sulphate, clays, clay products, sand and gravel, salt, quartzite pebbles).

- Value of Production - 1950 -	\$4,259,821
- 1944 -	1,602,293

Salt - Production of salt in the Unity area was inaugurated in May 1949, and during the fiscal year 1949-50, 11,153 tons of salt were produced.

### Sodium Sulphate - Volume and Value of Production

- 1943-44 -	75,581 tons -	\$ 665,195
- 1949-50 -	112,597 tons -	1,514,946

## **EXPLORATION**

Oil Exploration Program - During 1950, 44 million acres were covered with preliminary surveys and 140 exploratory wells were drilled. It is estimated that the total expenditure for oil exploration in 1950 was approximately \$8,000,000.

Pre-Cambrian Exploration - During 1949, 1,051 mineral claims were staked in the Precambrian area of Saskatchewan and these covered an area of 52,550 acres.

It is estimated that during 1950 almost \$2,000,000 were expended in uranium prospecting and investigation. In addition to the three uranium discoveries which had previously been found at Goldfields, Black Lake and Lac La Ronge, a fourth discovery was made at Charlebois Lake during 1950.

## **FOREST PRODUCTION**

In order to assure sustained production from Saskatchewan's badly depleted forests, a program of scientific management has been introduced. One aspect of this programme involves a reduction of the annual cut to the point where it equals the annual growth. The result has been a reduction in the cut from a peak of 150,000,000 f.b.m. to about 55,000,000 f.b.m. annually.

## **FUR PRODUCTION**

The fur conservation programme is beginning to be reflected in a more stable and increased catch of muskrat and beaver. The number of beaver pelts taken has grown from 139 in 1941 to 13,489 in 1950. The number of muskrats taken during fiscal year 1949-50 was 473,212 compared with 14,481 in 1943-44.

### **Building Development:**

Since the C.C.F. government took office the general development of the province has been the greatest in all its history. In 1950 new investments in construction amounted to over \$100,000,000. The highest total ever reached before was in 1929 when it amounted to \$34,000,000.

### **Population:**

The claim made by political opponents that the C.C.F. is causing Saskatchewan's population to decrease is absolutely false. The Dominion Bureau of Statistics reveals that from 1933 to 1944, while the Liberals were in power the population dropped 80,000. But since 1946, with development of all kinds progressing under C.C.F. administration, the population has increased 28,000, according to Dominion estimates.

### **High Cost of Living Due Entirely to Liberal Policies.**

When Saskatchewan people wonder where their money goes they have only to examine the results of the federal Liberal policies to find the answer.

When the war ended in 1945 Canada was in a position to greatly increase her productivity of all goods needed by Canadian people. Increased productivity should have resulted in lower prices for everything, which would in turn increase the value of primary producers' and wage earners' dollar. But the Liberal government, while keeping a price ceiling on agricultural products, allowed the price of all manufactured goods to rise, to enable big business to make a quick killing, snatching up the wartime savings of veterans and war workers. This made necessary a

demand for increased wages, and we entered a rising spiral, with prices always keeping ahead of wages. At May 1, 1951, the cost of living index stood at 181.2, the highest in the history of Canada. This means that a dollar is now worth only 55c in terms of pre-war purchasing power.

Cost of Living Index (Canada) May 1.		
1935 39	March, 1946	May 1, 1951
100.0	119.1	181.2

**\$1 prewar = 55 cents today.**

Source: Dominion Bureau of Statistics, Daily Bulletins.

Liberals and Conservatives try to turn the farmer against the C.C.F. by talking about increased taxes in Saskatchewan. But, as we have shown conclusively, the taxes over which the province has control are lower in Saskatchewan than in any other province.

It would be more to the benefit of the farmer to observe what Liberal policies are costing him. For instance, the price of farm machinery and repairs increased 44% from 1946 to 1948. If the farm machinery bought in 1948 could have been bought at 1946 prices the saving to Saskatchewan farmers that year would have been \$17,000,000. This would have paid all the school taxes for that year and left \$2,500,000 over.

The price of oil and grease has increased by 23%. This increase is costing Saskatchewan farmers another \$6,000,000 a year.

To look at it another way, the price of a tractor bought in 1951 will have increased by about \$1,300 since the war. This is equal to 13 mills a year for ten years on an assessment of \$10,000.

The increase in freight rates permitted by the Liberals is now costing the Saskatchewan farmer at least another \$17,000,000 a year. For instance, the freight on a combine weighing 5350 lbs. used to be \$68.48; it is now \$106.47.

### **Immense Taxes Collected by Liberals at Ottawa.**

Not only have Liberal policies robbed Saskatchewan people of millions of dollars a year by allowing the cost of living to rise, but the Liberals at Ottawa collect more taxes from the people of Saskatchewan than the provincial government and all the municipal governments combined. This is how they do it:

#### **Federal Tax Burden on Saskatchewan 1950-51**

Direct Taxation .....	\$ 98,154,000
Indirect Taxation:	
Customs duties .....	18,774,000
Excise duties .....	15,435,000
Sales Tax, etc. ....	42,525,000
<b>Total .....</b>	<b>\$175,196,700</b>

#### **Federal income taxes paid by farmers by provinces, 1948.**

Saskatchewan .....	\$5,875,000
Manitoba .....	1,654,000
Alberta .....	6,639,000
Ontario .....	2,961,000
Quebec .....	94,000
British Columbia .....	752,000

It is readily admitted that any government requires taxes in order to carry out its required service to the public, but when a Liberal government at Ottawa collects such huge amounts in taxation from Saskatchewan, the Liberals should not be permitted to get away with criticising the comparatively small amount of taxes collected by the Saskatchewan government.



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